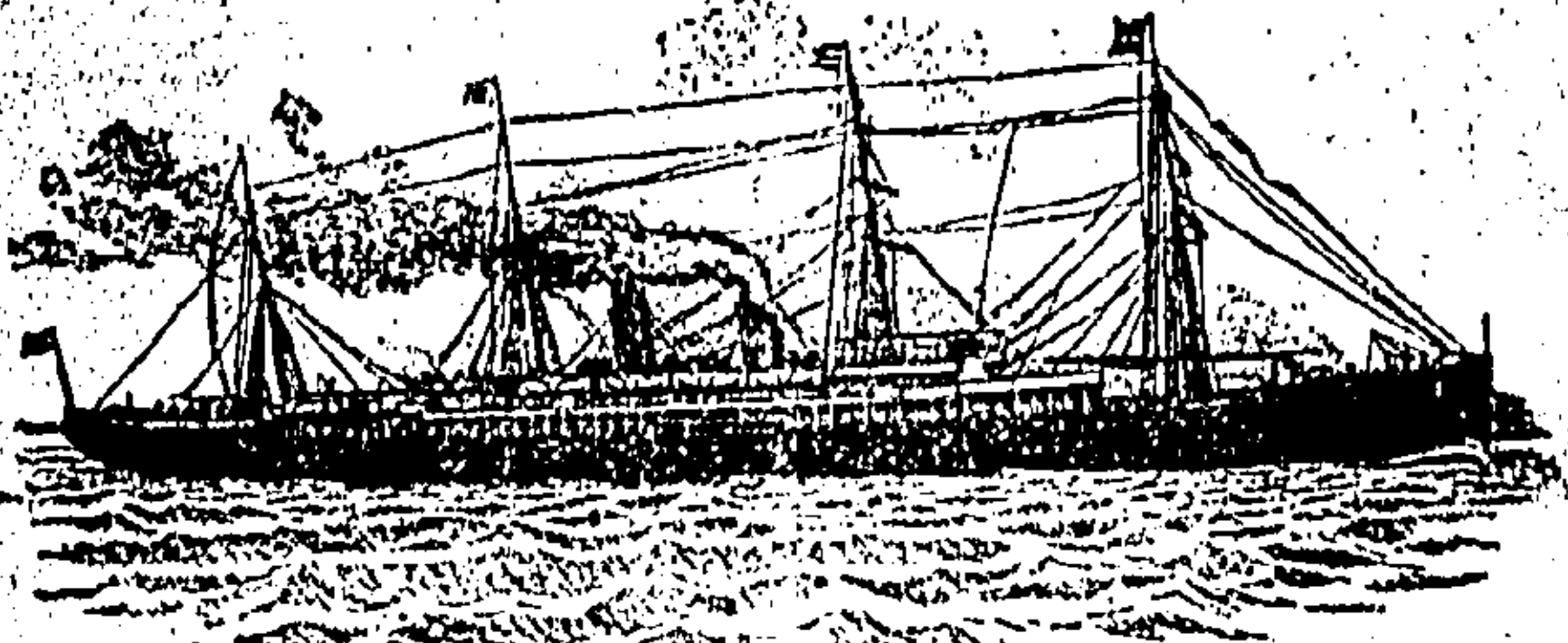


Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"SIBERIA"	11,284 Gross Tons.....	THURSDAY, 21st July, at Noon.
"COPTIC"	4,352	WEDNESDAY, 3rd August, at Daylight.
"KOREA"	11,276	SATURDAY, 13th August, at Noon.
"GAZEL"	4,205	TUESDAY, 23rd August, at Noon.
"MONGOLIA"	13,639	SATURDAY, 3rd September, at Noon.
"CHINA"	5,000	THURSDAY, 15th September, at Noon.
"DORIC"	4,784	TUESDAY, 27th September, at Noon.
"AMERICA-MARU"	6,300	

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE P.M. Steamship "SIBERIA" will be despatched for SAN FRANCISCO, via AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 21st July, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

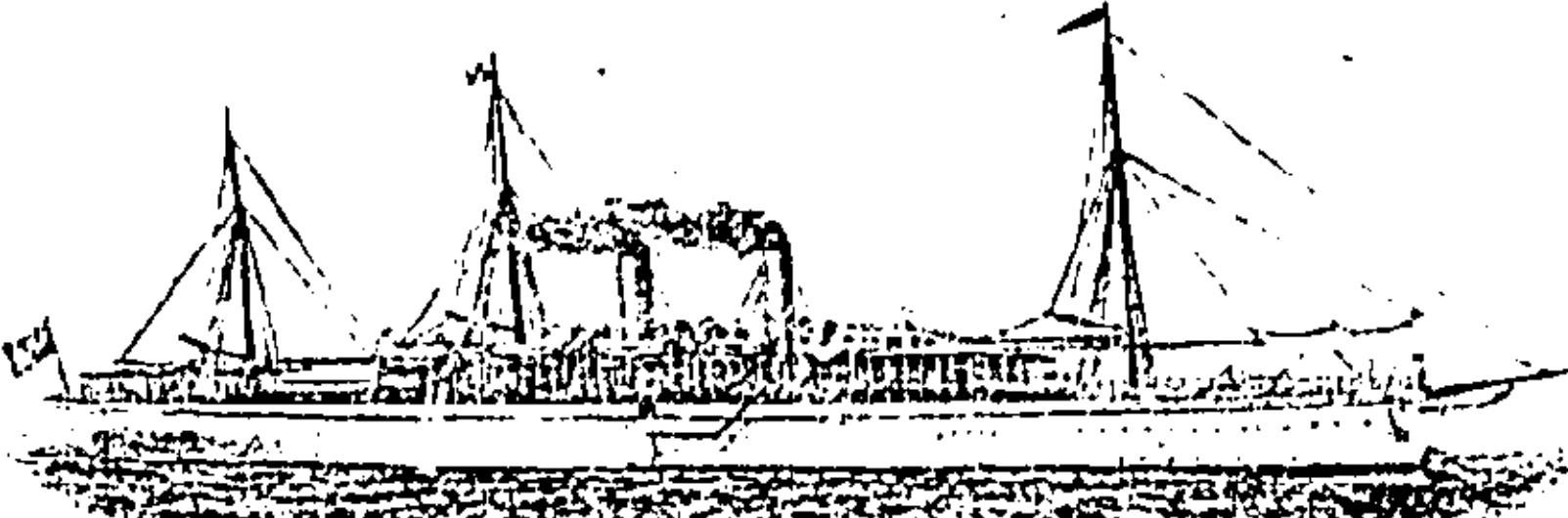
FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific.
Southern Route; passengers enjoy out-boards throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.
Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 9th July, 1904.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
SAFETY. SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.
"EMPRESS" Twin Screw Steamships—5,000 Tons—10,000 Horse Power—Speed 10 Knots.
PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "ATHENIAN"	2,440 Tons.....	WEDNESDAY, 20th July.
"EMPRESS OF CHINA"	6,000	WEDNESDAY, 3rd August.
"TARTAR"	4,425	WEDNESDAY, 10th August.
"EMPRESS OF INDIA"	6,000	WEDNESDAY, 24th August.
"EMPRESS OF JAPAN"	6,000	WEDNESDAY, 21st September.
"ATHENIAN"	2,440	WEDNESDAY, 5th October.

Hongkong to London, 1st Class..... £42. Via St. Lawrence £60. Via New York £62.
Hongkong to London, Intermediate on
Steamers, and 1st Class Rail

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries; Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

Hongkong, 13th July, 1904.

D. W. CRADDOCK, Acting General Agent,
9, Pedder's Street.

HAMBURG-AMERIKA - LINIE.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
C. FERD. LAEISZ von Hoff	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	31st July. } Freight.
BADENIA	HAVRE, BREMEN and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	18th August. } Freight.
SPEZIA (ex BAMBERG)	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	25th August. } Freight.
ANDALUSIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	5th Sept. } Freight.
SCANDIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	20th Sept. } Freight and Passengers.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 12th July, 1904.

TSU FAN
DENTIST.

Price Moderate—CONSULTATION FREE.
Next to the Hongkong Dispensary,
59, Queen's Road, Central.
Hongkong, 5th January, 1904.

THE AMERICAN SYSTEM
OF
DENTISTRY.

M. H. CHAUN, D.D.S.,
37, DES VŒUX ROAD CENTRAL, HONGKONG.
From the University of Pennsylvania, U.S.A.
Hongkong, 4th June, 1904.

Shipping Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM"	3,351 tons.....	Captain D. Thomas.
"POWAN"	2,338	G.F. Morrison, R.N.R.
"FATSHAN"	2,200	W.A. Valentine.
"HANKOW"	3,073	B. Burch.
"KINSHAN"	2,850	J. J. J. J.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 5.30 P.M. and 9 P.M. (Saturday excepted).
Departures from CANTON to HONGKONG daily at 8 A.M., 2.00 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River, Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN"

Departures from Hongkong to Macao on week days at about 2 P.M.
During the summer months the time of leaving fluctuates to suit the tide at Macao. For further particulars see special time table.
Departures on Sundays at Noon.
Departures from Macao to Hongkong daily at 7.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN"

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM"

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 13th June, 1904.

Intimations.

PORTRAITS, GROUPS, ENLARGING, AND
COPYING IN ALL SIZES.

AMATEUR WORK GIVEN SPECIAL
ATTENTION.

FULL LINE OF SUPPLIES
ALWAYS IN STOCK.

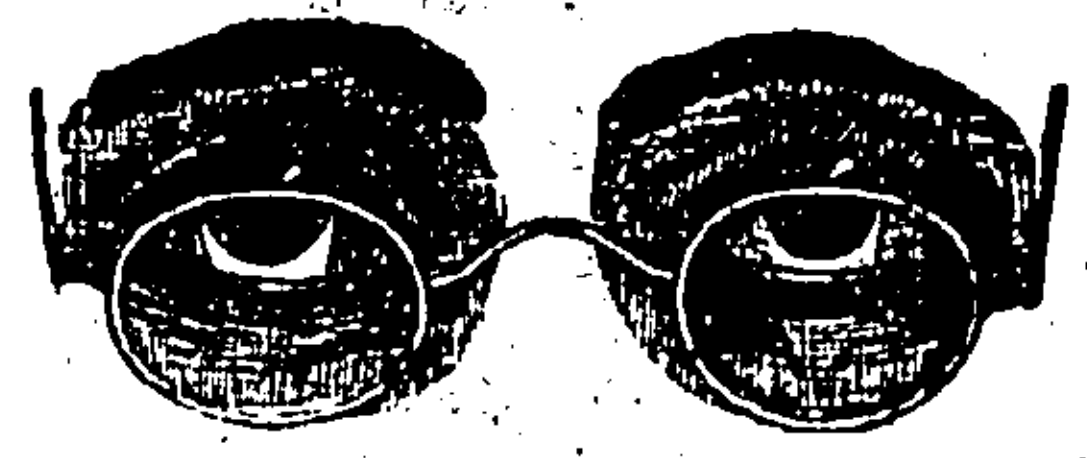
C. W. CLARK,
No. 4, 108 HOUSE STREET,
Between Queen's Road and Des Vœux Road.

ORIENTAL
COSTUMES AND
FANCY DRAPERIES
FURNISHED.

WORK GUARANTEED TO BE
THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

PATRONAGE RESPECTFULLY SOLICITED.



IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES
TESTED, FREE OF CHARGE, AT THE OFFICE OF
N. LAZARUS,
16, QUEEN'S ROAD, CENTRAL.

DEFECTIVE Vision and Eyestrain, cause many Nerve Troubles, needing only proper
Glasses to Correct and Cure.
Prescription lenses ground on the premises. All work guaranteed.
Sun Glasses are restful and give the effect of coolness.
Prices from \$2.00.

Hongkong, 1st June, 1904.

A. S. TUXFORD, Manager.

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.
PRICE \$10.50 per case of 48 bottles (quarts)
or 6 doz. pints.

Special Prices for Quantities.
Sole Agents—
SIEMSEN & CO.
Hongkong, 10th January, 1905

THE HONGKONG
STUDIO.

HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING
and COPYING in all Sizes.
LARGE SELECTION OF VIEWS ALWAYS
ON HAND.

PRICE VERY MODERATE.
Hongkong, 15th September, 1903.

MEE CHEUNG,
PHOTOGRAPHER.

TOP FLOOR OF ICE HOUSE, IN
ICE-HOUSE ROAD.

[S] now in a position, in his New and Com-
modious Premises, to eclipse, as heretofore,
ALL PHOTOGRAPHIC ART PRACTICED
in the Colony or in any part of the Far East.

GROUPS AND VIEWS
a speciality.
Hongkong, 22nd September, 1903.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL-
LERS AND WATCHMAKERS.

EASTMAN'S
KODAKS and FILMS.

Sole Agents for "OMEGA" WATCHES.
"OMEGA" is the best, "THREE YEARS"
guarantee given to every purchaser.

40, QUEEN'S ROAD,
Watson's Building.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MER-
CHANTS, NAVAL CONTRACTOR
AND GENERAL COMMISSION
AGENTS.

16, DES VŒUX ROAD CENTRAL,
HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES,

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 15th December, 1903.

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of
entrance, top 95 ft.; bottom 75 ft.
Water on blocks, 27.5 ft. Time to
pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of
entrance, top 80.5 ft.; bottom 45.8
ft. Water on blocks, 28.5 ft. Time
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of
Captains and Engineers is respectfully called to the advantages offered for Dock-
ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,
and a large stock of material is always at hand, (plates and angles all being tested by
Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that
of any port in the world.

Telephone: Works, No. 508; General, No. 376.

Telegrams: "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 14th, 1903.

[595]

CHAZALON & CO.,

WINE AND SPIRIT MERCHANTS

AND

GENERAL STOREKEEPERS

(SUCCESSORS TO G. GIRAULT)

6, QUEEN'S ROAD CENTRAL.

WE beg to inform the Hongkong Public that, as we are supplied with WINES and
SPIRITS direct from the Growers in France, we are in a position to supply these
requisites of the best quality and at the lowest possible prices, thus defying competition.

EXCEPTIONAL SAMPLE OFFERS.

Offers are made of Sample Cases of a dozen quart bottles each, containing the following:—

3 qt. bts. Bordeaux.
3 " " Beaujolais (Burgundy).
3 " " Vin Rosé.
3 " " Pommard (Superior Burgundy).

at the exceptional price of \$12 per case.

CHAMPAGNE.

Important contracts having been entered into with Messrs. Moët and Chandon, of France,
we are enabled to supply CHAMPAGNE of this Brand at the following advantageous prices:—
Mousseux Blue Seal } Moët & Chandon { \$38 per doz. qt.
White Star } 42 " " "
Brut Impérial } 50 " " "

WHISKIES.

We can offer the following famous brands of WHISKIES:—
Buchanan Blend, at \$13.50 per case of 1 dozen quarts.
Black and White, at 17.50 " "
Royal Household, at 20.50 " "

We request of connoisseurs the favour of a trial of the products we offer, being convinced
that they will find them of excellent quality at the same time as they are moderate in price.
Hongkong, 9th June, 1904.

[707]

NOTICE.

THE Public are hereby informed that no
change has been made in the Rates of
Subscription to the Hongkong Telegraph and
they are warned against paying more than
TEN CENTS (10cts.) per Single Copy.

THE MANAGER,

Hongkong Telegraph Co., Ltd.

Hongkong, 30th September, 1903.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$4.75 ex Factory.
In Bags of 250 lbs. net \$2.85 ex Factory.
SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 15th August, 1903.

[783]

Hotels.

KING EDWARD
HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR
AND
BILLIARD ROOMS.

Hot and Cold Water throughout.
Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.

Table D' Hôte at Separate Tables.

For Terms, &c., apply to the

MANAGER.

Hongkong, 23rd October, 1903.

OCCIDENTAL
HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS

TO ORDER IN

EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 19th May, 1904.

[617]

THE CONNAUGHT HOUSE,
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL
OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.

Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to

THE MANAGER.

Hongkong, 1st November, 1902.

[29]

HOTEL CRAIGIEBURN,

PLUNKER'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

[32]

GO TO THE

KOWLOON HOTEL

J. W. OSBORN, Proprietor and Manager.

Intimations.

THE HONGKONG ELECTRIC CO., LIMITED.

NOTICE is hereby given that the FIFTEENTH ORDINARY YEARLY MEETING of the SHAREHOLDERS will be held at the Company's Office, No. 4, Queen's Buildings, on SATURDAY, the 16th July, at 12.30 P.M., for the purpose of presenting the report of the Directors, together with a statement of accounts to 30th April, 1904, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 2nd to the 16th July, both days inclusive.

By Order of the Board of the Directors:
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 29th June, 1904. [776]

A. S. WATSON & CO., LIMITED.

ISSUE OF 30,000 NEW SHARES OF \$10 EACH.

PURSUANT to Resolution the General Managers of A. S. WATSON & Company, Limited, hereby invite applications from the Shareholders of the Company for the issue of 30,000 new shares of \$10 each at a Premium of 10 per cent, or \$11 a share.

Each Registered Shareholder on the 28th day of September, 1904, applying for the New Issue will be entitled to one share for every two shares registered in his name. Shares not applied for by those entitled to apply will be dealt with by the General Managers in accordance with Article 40 of the Company's Articles of Association.

Applications for Shares in the New Issue will be received by the Hongkong and Shanghai Banking Corporation in Hongkong from the 28th September, 1904, to the 30th September, 1904, both days inclusive, and the whole amount of \$11 per share will be payable on application.

The TRANSFER BOOKS of the Company will be CLOSED from the 28th September, 1904, to the 8th October, 1904, both days inclusive.

The present paid-up Capital of the Company is \$500,000, divided into 50,000 shares of \$10 each, and the New Issue is required to increase the Capital of the Company to \$500,000 divided into 50,000 shares of \$10 each.

The whole of the premium received from the New Issue will be placed to the Credit of the Permanent Reserve Fund.

The New Issue will rank for Dividend for the three months ending 31st December, 1904, payable in May, 1905.

Forms of application for the New Issue can be obtained at the Company's Offices in Alexandra Buildings or at the Hongkong and Shanghai Banking Corporation in Hongkong, Shanghai, and London.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 22nd June, 1904. [774]

NOTICE OF REMOVAL.

I HAVE REMOVED my OFFICES to No. 38, QUEEN'S ROAD CENTRAL, First Floor, (late occupied by Messrs. J. D. HUMPHREYS & SON).

JOHN HASTINGS.

Hongkong, 9th July, 1904. [814]

THE ROBINSON PIANO Co., LTD.,

Co., LTD.,

INVITE INSPECTION OF SOME

SPECIALLY FINE SAMPLES

OF

UPRIGHT PIANOS

RACHALS,
STUART,

&c., &c., &c.

—AND—

BABY-GRANDS,

BY

WINKELMANN,

(Established 1837).

They are only 5 FEET LONG, occupying the space of a Cottage, but with the fine appearance and TONE OF A FULL GRAND.

Hongkong, 15th May, 1904. [59]

Intimations.

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LIMITED.

AN INTERIM DIVIDEND of Six Dollars per Share for six months ending June 30th, 1904, will be payable on the 27th instant, on which date DIVIDEND WARRANTS may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 21st to the 27th instant, (both days inclusive).

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.

Hongkong, 12th July, 1904. [830]

THE WEST POINT BUILDING COMPANY, LIMITED.

AN INTERIM DIVIDEND of One Dollar and a Half per Share for six months ending 30th June, 1904, will be payable on the 27th instant, on which date DIVIDEND WARRANTS may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 21st to the 27th instant, (both days inclusive).

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary to the Hongkong Land Investment and Agency Co., Ltd.

General Agents for the West Point Building Co., Ltd.
Hongkong, 12th July, 1904. [831]

ENGLISH LADY (Widow) requires position as GOVERNESS or NURSERY GOVERNESS, or could assist with Housekeeping.

Apply—
"A. G."
Footchow.

C/o Hongkong Telegraph.
13th July, 1904. [834]

ROYAL AERATED WATERS MANUFACTORY.

PRODUCE the highest Class AERATED WATERS in the Far East on account of their High Class Machinery and also of the superior ingredients they use in the manufacture of their goods, and the cleanliness, &c., are all under strict supervision of Europeans only.

REPORT OF AN EXPERT.

The representative of Messrs. BRATBY and HINCHLIFFE, LIMITED, Aerated Water Engineers and Chemists, Manchester, visited our factory recently in the course of a tour amongst Eastern Aerated Water makers, and was greatly surprised at the compactness of our factory and also the methodical way in which everything pertaining to the making of Aerated Waters was carried out. He also expressed himself strongly on the absolute cleanliness of our whole establishment, which he assured us was equal to any he had yet visited and superior to a great many. He also reported that the quality of our goods was of a first class nature, and they showed that scrupulous care was exercised in the course of their manufacture.

Order Books and Price List. Please apply to FACTORY and OFFICE, West Point, Tel. 367, Dept. Ice House Street. Tel. 374.

Dr. V. DANENBERG & F. P. DANENBERG,
General Managers.

Hongkong, 20th May, 1904. [677]

SAVARESSE'S SANDAL CAPSULES

Efficient because absolutely pure
English Oil. Not made of refined
Full directions. All Chemists.

Auction.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

ON

SATURDAY,

the 16th July, 1904, at 11 A.M.,

at their

Sales Rooms, No. 8, Des Voeux Road,

corner of Ice House Street,

A QUANTITY OF PROVISIONS,

Comprising:—

ESSENCE OF BEEF, COMPRESSED

VEGETABLES, SOUPS, CHOCOLATE,

PICKLES, CORNED BEEF, BISCUITS,

&c., &c., &c.

AND

185 Ds. TOBACCO.

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 11th July, 1904. [822]

Notices of Firms.

A. S. WATSON & CO., LIMITED.

MR. ALFRED HENRY MANCELL has this day been appointed AGENT for the GENERAL MANAGERS of the Company, and in that capacity will reside in Shanghai, with general charge of the Company's interests at Shanghai, Hankow, Tientsin and in North China.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 1st July, 1904. [791]

A. S. WATSON & CO., LIMITED.

MR. JOHN ARTHUR TARRANT has this day been appointed ACTING SECRETARY of the Company.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 1st July, 1904. [792]

PLEASURE TOUR ENDS IN MADHOUSE.

THREE AMERICAN GIRLS TRAVEL ALONE—FRIGHT UNSETTLES THEIR MINDS.

Vienna, 3rd June.—Six months ago three young ladies, between the ages of twenty and thirty, left New York for Europe, unattended, on one of those adventurous trips in which American women, proud of their freedom, take such keen delight.

They were well supplied with letters of credit and of introduction. They were excellent linguists, speaking both French and German fluently and having on their tongues tips, many useful words of other and less frequently acquired languages.

They sailed over the Mediterranean, and after visiting the classic land, started for the Holy Land and Syria, not however before they had already had a number of unpleasant experiences which demonstrated that travelling without male escort or chaperon in Latin and Eastern countries, is quite a different thing from what it is in America. Unfortunately what did happen to the young women, whose grand tour has ended here so disastrously, will probably never be known in detail, what is known is given below.

They visited the Pyramids and went some distance up the Nile; they saw Sinai and rode across the Bible countries from Jerusalem to Nazareth. They did what everyone does and a few other things besides, which, as they travelled without a male escort, might be characterized as daring. However, a month ago they reached Constantinople.

ATTRACTED ATTENTION.

Fortunately for them the state of agitation in which they were, attracted the attention of a group of fellow-countrymen then in Pera. These good people insisted that the young ladies, who at times were willing to confess they had ventured too far afield in strange lands, should be placed in charge of a reliable courier, who was to escort them to Havre, where they proposed embarking on the return voyage.

At this time, while the behaviour of the young ladies was extraordinary and disquieting, it was thought, and probably wisely, that nothing further could be done. They told the most fantastic stories of an attempt that was made to kidnap them near the Pyramids and of the way in which they had been pursued across Galilee by a bandit sheik.

They gave the impression to all who came in contact with them, that their nerves had been considerably shaken by their adventures, fancied or real. However, no one doubted that they would quickly regain their mental poise, once returned to more quiet surroundings.

These anticipations have unhappily not been realized; perhaps they never will be. Indeed, upon the arrival of the three sisters in Vienna they were one and all in an equal degree, and this is one of the most surprising features of the case, attacked with an acute mania.

They easily escaped the surveillance of the courier, and protesting that their lives were in danger, and that they were constantly pursued, they rushed about Vienna from hotel to hotel, from apartment to apartment.

SAW MASKED MEN.

Their cry was that masked men were following them day and night, and flashing upon their every movement the intermittent light of dark lanterns. This went on for several days until finally a climax was reached, when the unfortunate sisters, screaming with agony, no less acute because imaginary, threw themselves at the feet of an astonished policeman on the Ringstrasse and begged for his protection.

They were immediately taken in charge, and the Consul-General, Mr. W. A. Rubles, who has since looked closely after their interests, was requested to inform their relatives in America of their sad condition. A brother of the young ladies is now hastening here from New York.

In the meantime, the ladies are under observation and restraint in an institution for those mentally afflicted. This step was not taken before a medical examination showed that their condition was dangerous not only to themselves, but might at any moment become so to others.

JOHN ROBERTS.

AN OLD IDOL.

Under the heading "Comments of a Cuckoo," the *Sporting Chronicle* has the following: "Two very big matches fill the public eye just now—the Dawson-Stevenson and Harverson-Iman affairs. They occupy a big space daily in the columns devoted to the gentle art. Current events of this character must naturally overshadow all other things billiardistic. Therefore a little paragraph which has crept into stray corners of the press may have been overlooked. It refers to John Roberts and that eminent personage, the Official Receiver in Bankruptcy. Even those who may have seen it or had it brought to their notice, may hardly have grasped the significant information enclosed in the few lines: "His Honour now made an order substituting the sum of £500 for that in the original order, the money to be paid within ten days." To me it means that John Roberts will forthwith return to this country. He has wandered long enough, and homesickness has overtaken him."

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him badly. It could hardly have been otherwise. Spoiled by success here and fairly idolized by the masses here in England, he never knew how much it meant to him until he was cut adrift from it all, these four long years now. He quitted the throne of billiards hardly realizing the fact. He thought that, as in earlier days, he had only to visit India, Australia, Canada, and South Africa to there set up a new monarchy of the game in a bigger sense than ever. But times have changed since the Maharajah of the gorgeous East showered jewellery and rupees galore at the shrill of his wonderful skill. All that is past and gone, as John Roberts has found by hard experience. There is more money for billiards in this little England of ours than in all its expansive settlements over the seas. Roberts knows it now, and if I read that obscure little paragraph aright he will be once more before the British public when the autumn breezes begin to blow. What he will do, whom he will meet, and to what degree he has retained his form are matters of the future. It is enough to know that he will be among us again.

"Do you know that I feel a longing to see John Roberts in harness again, to come before the spectators with that courtly bow, and that fine, unassuming presence of his. I conjure it all up in my mind, and conceive the spectacle being quite a pathetic one. To those who knew him well in the old days he will be a minute study—his appearance, demeanour, and play will be endlessly commented on. For, when you come to think of it, his appearance is in nature of a resurrection pure and simple. Four years is not a long span; it passes so swiftly by. Yet it has caused as pronounced an upheaval in the state of billiards as complete as forty could have done. Where it was all Roberts from 1880 to 1900, it is now Stevenson, Dawson; the lesser lights, and the Billiard Association. The old master, the absolute founder of the present school, both in playing and business methods, has been shelved as a result of his own misguided actions. It is not the public who have set him aside. He committed the deed himself. Whether he felt his powers failing, or foresaw the remarkable improvement which has come over all classes of the game, and so knew that his supremacy could not last much longer, is a problem which may never be solved. Anyhow, whatever the motive may have been, John Roberts will renew his billiard career in this country under far different conditions to those prevailing at the time he went out of it. Then he was the leading spirit, the star attraction possessing the chief marketable value. Now the desirable status is divided between Stevenson and Dawson. Being only flesh and blood like other folk, they will, unless I am much mistaken, strongly resent any interference with the position. Therefore the manner of their reception of the old idol will be not the least interesting detail to be remarked when he enters in competition with them. What with Roberts and Weiss (the Australian champion, a real good player, but one of the slowest ever seen) things are going to hum in billiards next season."

We are not aware (says the *Asian*) whether the above paragraphs are inspired or otherwise, but should be delighted to hear that John Roberts had gone home and had regained his former position in the billiard world. It is rather pitiful to see the erstwhile king of the game deposed and exiled, journeying from place to place, and willing to fill in time by playing a native marker if no worthier antagonist be forthcoming.

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SIRMSSEN & CO.

Hongkong, 28th May, 1894. [52]

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FOR SALE.

NOS. 1, 2 or 3, STEWART TERRACE, THE PEAK.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 20th May, 1904. [641]

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Hongkong, 27th June, 1904. [769]

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15, Lyndhurst Terrace,

Hongkong, 2nd May, 1904. [51]

Intimations.

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have always acted on very different principles. Before offering it to the public they first made sure of its merits. Then, and then only, did its name appear in print. People were assured of what it would do, and found the statement truthful. To-day they believe in it as we all believe in the word of a tried and trusted friend. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. It aids digestion, drives impurities from the blood and cures Anemia, Scrofula, Debility, Influenza, Throat and Lung Troubles, and Wasting Complaints. Dr. W. Bishop says: "I take pleasure in saying I have found it a most efficient preparation, embodying all of the medicinal properties of pure cod liver oil in a most palatable form, stands in the front rank in the march of medicine. It is a scientific remedy and a food, with a delicious taste and flavour. No slow or doubtful action. It cannot disappoint you." Sold by all chemists.

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Hongkong, 12th April, 1904. [641]

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Hongkong, 12th July, 1904. [828]

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OFFICES in Nos. 10 and 16, DES VOEUX ROAD CENTRAL.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 9th July, 1904. [818]

TO LET.

NO. 1, STEWART TERRACE, THE PEAK.

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THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 20th March, 1904. [435]

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TWO ROOMS in the First Floor of ALEXANDRA BUILDINGS.

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Hongkong, 6th June, 1904. [729]

TO LET.

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FOR 18 MONTHS.

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And others to suit various requirements.

S. A. SETH,
Land and Estate Broker,
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Hongkong, 15th July, 1904. [449]

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#

TELEGRAMS.

(Reuters.)

The Kaiser's Message to the
Wiborg Regiment.

LONDON, 12th July.
The German semi-official papers say that the Kaiser's telegram was only personal courtesy to the regiment with which he was connected and in no wise due to any ill-will towards Japan. They refer to the Kaiser's telegram to the Royal Dragoons on the eve of their departure for the Transvaal.

LATER.

Russian Loan.

The *Neueste Nachrichten* announces that three weeks ago, representatives of Berlin Banks signed a contract with St. Petersburg for a loan of Marks 50,000,000 @ 5%.

(Strait Times.)

Rains and Operations.

Paris, 4th July.
General Kuropatkin's troops are suffering from the continuously heavy rains now falling which flood the camps.

The bad weather has also caused General Kuroki to stop the advance of his troops and to fall back from certain points.

Port Arthur.

LONDON, 5th July.
The correspondent of the *Standard* at Tientsin says that, since the 27th inst when the Russian guardship off Port Arthur was sunk, the Japanese main squadron has been landing men at Dalny preparatory to a final attack on Port Arthur.

The Japanese will probably bring things there to a final issue within the next few days.

Siberian Railway.

The Post to St. Petersburg has arrived from Mukden in seventeen days' time.
The railway is said to be working splendidly. The Transbaikalian section of the line is carrying on the average eight trains daily.

The Uganda Trouble.

LONDON, 6th July.
Mr. Balfour, replying to Mr. Watson said that he saw no reason for appointing a commission to investigate into the causes of the resignation of Sir Charles Elliot from the Commissionership of Uganda.

PRESENTATION TO DR.
MARQUES.

The *Siam Free Press* of the 30th ult. says:—Dr. Marques, whose arrival in Bangkok we announced recently, and to whose brilliant career and valuable services both in Hongkong and to the Portuguese Government at Macao, that gained such marks of esteem and merit, was the recipient yesterday afternoon of an address and presentation of silver plate from Macao-born residents in Bangkok in recognition of his kindness to his countrymen. We understand that the genial and kind hearted Doctor leaves Bangkok to-morrow, and all those who had the happiness of his acquaintance will heartily wish him *bon voyage*, and a pleasant time.

HOW THE JAPANESE ESTABLISHED
THEIR FINANCIAL SYSTEM.

In a recent report Mr. Henry Clews, the well-known New York banker, devotes most of his space to an appreciation of the Japanese, as the financial situation gives him very little to write about. The following extract is particularly interesting:—

The Japanese, he says, are not much given to invention, but great discernment and discrimination; they know a good thing when they see it, and are very skilful in imitation. Fifty years ago, when Commodore Perry successfully negotiated for the opening of the Japanese ports, that nation's intercourse with the outside world commenced. A few years thereafter a commission was appointed to frame a constitution. This commission visited all the great nations in pursuit of information. They familiarised themselves with the American Constitution and the basis of the government of other nations; they culled the best from all and put it into their constitution; it took them seven years to accomplish it. When they made their report to the Emperor he accepted it without any modifications whatsoever, and notwithstanding the great changes that have taken place in that country in consequence of its growth and development, there has been no occasion up to this date to in any way change that document.

They also appointed a commission thirty-five years ago, with the present great statesman, Marquis Ito, at its head, to visit the various nations with a view of obtaining the best information possible, in order to establish a financial system. On their trip around the world, they first came to this country, and brought a letter of introduction to me. I posted them thoroughly in connection with our financial system. They then went to England, France, and Germany, and returned to Japan. On their return, as their report favoured the adoption of the American method, it was accepted by the Government, and they sent me an order to get up their currency and bonds, engraved in various denominations, similar to those of the United States Government. I sent the phraseology and denominations of all our different demand notes and various bonds to them, and they transferred 'same' into their own hieroglyphics. I had the same beautifully steel engraved through the Continental Bank Note Company, who were the lowest bidders in competition for the work. Since that time I have kept up a most interesting and exceedingly friendly acquaintance and correspondence with Marquis Ito, and his recent letter to me contained much of interest, as it gave excellent reasons for Japan being involved in the present war, which, he said, was not from his country's desire, but through necessity, as a matter of defence.

LARGEST HONGKONG-BUILT
SHIPSUCCESSFULLY LAUNCHED
THIS MORNING.

Quite a little fleet of steam launches left the Queen's Statue Wharf at eight o'clock this morning with a large number of passengers who had been invited to be present at the launching of the steamer *Shanghai*, which the Hongkong and Whampoa Dock Co. have, for several months past, been building to the order of the China Navigation Co., Ltd., for the Lower Yangtze trade. Those to whom invitations were issued included H.E. the Officer Administering the Government and Mrs. May and suite, H.E. Major-General Villiers Hutton, C.B., Sir W. M. Goodman (Chief Justice) and Lady Goodman, Commodore and Mrs. C. G. Dickson, R.N., Hon. W. J. Gresson, Hon. A. M. Thomson (Colonial Secretary), Hon. Sir C. Paul Chater, C.M.G., Hon. and Mrs. Gershom Stewart, Hon. and Mrs. Barnes-Lawrence, Hon. Sir Spencer, Lady, and the Misses Berkeley, Hon. R. Shewen, Hon. and Mrs. P. N. A. Jones, the Rev. Mrs. and Miss Heald, Messrs. W. A. Cruickshank, J. M. Beattie, E. A. Bonner, C. G. Hickling, W. Armstrong, J. W. Bonnar, J. Barton, S. Sinclair, P. Tester, J. Arnold, W. Melchers, L. N. Alvarez, A. G. Romano, J. J. Leiria, J. MacDonald, E. S. Whellier, G. H. Medhurst, A. G. Gordon, A. Babbington, H. P. White, A. R. Lowe, J. S. Van Buren, E. W. Hilden, F. C. Fisher, C. J. North, R.N., J. Grant, H. U. Jeffries, J. Whittall, J. R. M. Smith, T. P. C. Charnie, E. C. Ray, Dr. Rennie, Brazier, Capt. J. T. Douglas, Paymaster Welson, W. Cowan, Lt. Col. H. F. Bunney, J. R. Michael, Dr. and Mrs. Stedman, Dr. and Mrs. Swan, Mr. and Mrs. Hewitt, Mrs. and Miss Dixon, Mr. and Mrs. Ramsay, Capt. and Mrs. Outerbridge, Mr. and Mrs. E. Goetz, Mr. and Mrs. N. A. Siebs, Mr. and Mrs. Layton, Mr. and Mrs. Caldwell, Mr. and Mrs. A. R. Fullerton, Mr. and Mrs. G. Grimble, Mr. and Mrs. Donaldson, Mr. and Mrs. Witt, Mr. and Mrs. McIsaac, Mr. and Mrs. W. Danby, Mr. and Mrs. C. A. Toines, Mr. and Mrs. Schubart, Mr. and Mrs. Peter, Mr. and Mrs. Ormiston, Mr. and Mrs. C. W. F. Playfair, Mr. and Mrs. Murray Bain, Mr. and Mrs. Wilcox, Mr. and Mrs. Craddock, Mr. and Mrs. Hinds, Mr. and Mrs. F. A. Wendi, Mr. and Mrs. H. E. Tomkins, Mr. and Mrs. Beck, the directors of the Hongkong and Whampoa Dock Co., the office staff at the Taikeo Sugar Refinery, the Agents of the China Merchants Steam Navigation Company, and many others. The weather was delightful for such a ceremony, a light breeze playing over the water and making the trip across to the Kowloon Docks most enjoyable. On rounding Blackhead's Point the flag-bedecked hull of the largest vessel ever built in Hongkong was plainly visible on the specially constructed slipway in the vicinity of one of the machine sheds. Several hundred people had already arrived, and were watching the final preparations for a record launching ceremony which the Dock Company had entrusted to Lady Goodman. Coolies who had been working there since five in the morning, were swarming around and beneath the huge vessel seeing to the thousand and one odd details that would contribute to a successful launch. When at length most of the guests had mounted the specially constructed platform erected at the steamer's bows, the last of the shores was knocked away, the bolt was shot, and Mr. W. B. Dixon, having learned from Mr. R. Mitchell (the manager of the Kowloon Docks) that all was ready, the general manager of the Company approached Lady Goodman and, handing her the mallet, requested her to cut the string and launch the ship. Taking the little hammer in both hands, and with two blows on the chisel, Lady Goodman severed the cord, and as the ship began to move picked up the ribbon-covered bottle of champagne and, just in the nick of time, threw it against the gliding ship sending a spray of its sparkling contents streaming down the newly painted bows. Hats were raised and hearty cheers given for the success of the *Shanghai*, which took the water in capital fashion amid the firing of crackers and enthusiastic shouting from the native dock hands who, for so many months, had put heart and soul into the work.

A PRESENTATION.

Mr. W. B. Dixon then thanked Lady Goodman for the splendid manner in which she had launched the vessel, and Mr. D. R. Law, on behalf of the owners, handed her a gold watch and chain suitably engraved for the occasion. Having received a bouquet in a silver holder from Miss Law, Lady Goodman and the company were invited to partake of refreshments in the Dock Company's reading room.

CONGRATULATIONS.

When all the guests had been seated, under the presidency of Mr. W. B. Dixon, and all glasses had been charged, the Chairman rose amid the applause of those present and, to the accompaniment of the whirr of machinery and tooting of steam launches below which almost subdued the remarks of some of the speakers. He said they had met together that morning to celebrate the launching of the fine steamer *Shanghai*, which had been so successfully performed by Lady Goodman. As they had just seen the vessel was beautifully modelled in every respect, and although she was not as large as some other ships they had seen in the harbour she was the largest ship yet launched by the Hongkong and Whampoa Dock Company. The *Shanghai*, which was built to the order of their good friend, Mr. D. R. Law, of Messrs. Butterfield and Swire, was the third ship that had been built for that firm during the last few months. There was the *Kinsan* for the Canton River, the *Lianan* for the West River, and the third was the vessel they had just seen launched which was for the Yangtze service. Her engines and boilers were on the wharf waiting to be put aboard, and she would soon be ready for sea. The ship was designed by the distinguished firm of Messrs. Scott, of Greenock, while, included among those who had been engaged on

the details of the working and the general arrangements connected with the vessel were, notably, Mr. Watts and Capt. Nelson, of Shanghai, who, he regretted, were unable to be present at the ceremony that morning. On behalf of the Hongkong and Whampoa Dock Co., he welcomed those ladies and gentlemen who, at such an early hour of the morning, came over to help in putting the ship into the water and he desired, especially, to thank Lady Goodman who, so very cleverly and in the nick of time, performed the operation of launching her (applause). He then proposed "Success to the owners of the good ship *Shanghai*" and, after the toast had been drunk, called upon Mr. Law to respond.

Mr. D. R. Law said:—Sir William, and Lady Goodman, Mr. Dixon, ladies and gentlemen. Mr. Dixon has kindly proposed health and success to the owners of the steamer *Shanghai* and coupled my name with the toast. I thank Mr. Dixon on their and my own behalf for his kind remarks, and you, ladies and gentlemen, for having so heartily responded. Blowing one's own horn is neither very graceful nor generally to be commended, but I think I may remark, without fear of offending anyone, that the China Navigation Co. has every intention of being as 'progressive in the future as it has been in the past. We are "ready, aye ready" to build all the vessels that may be required to cope with the development of the China coast and riverine trade, and if we shipowners are supported by our Government, as other countries support their nationals in the struggle for supremacy, there is little fear of the British flag disappearing in this quarter of the world. (Applause.) In this connection I should just like to ask you one question, ladies and gentlemen. What makes nations great and maintains them in the fore rank of power and influence? Is it the stability of their great national institutions, or their navies and armies, of which we are all so justly proud? Directly, yes, but what makes these possible? Commerce! Take away commerce and all greatness (except moral greatness of which no man can rob us) will depart as Samson's strength did when he was shorn of his locks by the Philistine woman. Everything depends, let me assure you, ladies and gentlemen, on commerce. It is commerce that supplies the wherewithal to make the wheels of our vast national existence go round, and the sooner our central and local governments, our administrators and officials realize this and work with us for the common end of encouraging and building up commercial enterprise the better it will be for us as nations as well as individuals. (Applause.) Well now, ladies and gentlemen, having said so much in the praise of commerce I wish to say a few words on the importance of the event we have just participated in. I think it marks another milestone in the successful development of this great seaport. A few years ago the Dock Co. would have hesitated to undertake the construction of such a vessel as you have just seen so successfully launched by Lady Goodman. To-day they hunger after such orders and successfully compete, not only with Eastern builders, but even with experienced builders in the old country, and this despite the fact that all material has to be imported. I think this speaks volumes for the sagacity and foresight of those who constituted this a free port. I firmly believe there is no port in the East that can ever successfully compete with us, and that the future of Hongkong as a great shipbuilding centre is assured beyond the shadow of a doubt. It is only a question of time when we shall import ore from the mainland, have our own smelting works and produce within our own borders the frames, plates and every other item that goes to make the sum total of a steamer. I congratulate Mr. Dixon and his staff on the most excellent work they produce. Our superintendents, Mr. Ramsay and Captain Outerbridge, tell me their work cannot be equalled, at any rate cannot be surpassed, by any builder in any part of the world, and with this reputation and the natural advantages this port possesses, I think the shareholders in the Dock Co. may very well congratulate themselves on the possession of as valuable an asset as any in the Colony. Ladies and gentlemen, please join with me in drinking the health of Mr. Dixon, the genial manager of this great institution—the Hongkong and Whampoa Dock Co.—and the other members of the foreign staff, particularly Mr. Mitchell, who has had so much to do with the construction of the *Shanghai*. I am sure we all wish continued prosperity to the Company which they so ably represent. (Applause.)

Sir William Goodman said that before Mr. Law's toast was drunk he would like to say one word to thank the Company for the honour that had been conferred upon his wife in asking her to be present that morning to perform the ceremony of launching the *Shanghai*. When he saw the card asking them to be present at 8.30 in the morning he came to the conclusion that the Hongkong and Whampoa Dock Company must be well acquainted with that well known old motto, about early to rise making a man healthy, wealthy and wise. The Company undoubtedly bore out the last part of the motto, and he was sure it was in a most healthy condition, and had great wealth, while he was perfectly certain there were extremely wise men managing its affairs. (Applause.)

The health of Mr. W. B. Dixon and staff of the Hongkong and Whampoa Dock Company was then drunk with enthusiasm.

The Chairman, who said he was very much obliged to Mr. Law for his very kind words, assured those present that every member of the Dock Company's staff had desired to build a ship, in every way, of the first class. He had no doubt in his own mind that that had been their desire from the very outset, although he might mention that one little difficulty with which they had had to contend was the question of labour. In the opinion of his assistant, who was at present at home on leave, it took two Chinamen to do the work of one Englishman. He was told that when he first came to Hongkong, but he was not then inclined to give much credence to the assertion. Now, however, he had come to the conclusion that the state-

ment was not so very far wrong as, taking Mr. Wilson's estimate of two skilled men at a dollar per head per day, equal to some 3s. 8d. or 3s. 9d. at the present time, and multiplying that by six to get at the weekly rate, it would be found that that amount was considerably under the price paid to a skilled labourer in England, which circumstance gave them an opportunity of which they should do their utmost to avail themselves. The opportunity of recouping themselves for the extra charges on material was by careful administration in labour, and he commended it to the consideration of his good friends, the manager and the superintendent of the docks, in order that they might provide as far as possible an undue number of Chinese who tried to get in upon the contract work. That was the only way in which they would be able to make things pay. All firms in the East were handicapped in the extra price which had to be put on material from home, a percentage of the charges in some instances amounting to 20 per cent of the value of the materials. Mr. Dixon then asked Mr. Mitchell to say a few words.

Mr. R. Mitchell, manager of the Kowloon Docks in place of Mr. Wilson, who is absent on nine months' leave, said that on behalf of the staff of the Dock Company and himself, he was pleased to see so many present that morning and thanked Lady Goodman for the very successful way in which she had launched the *Shanghai*. (Applause.) They had heard from Mr. Dixon that the interest of everyone in the establishment had been wholly devoted to the work on the *Shanghai*. It had not only been a question of doing the work, but of doing it well and quickly, time being a great consideration. Some of the men had almost made their home aboard and had worked on it for eighteen hours a day. The same feeling was noticeable throughout the yard where the men had been working well and with the utmost harmony.

The Chairman then proposed "The Ladies," a toast to which Mr. A. R. Lowe responded.

The proceedings terminated by a visit to the shops and an inspection of the engines and boilers to go aboard the fair ship *Shanghai*.

DIMENSIONS OF THE SHIP.
As we have already pointed out, the new vessel is the largest craft yet launched at Hongkong, the next in size being the *s.s. Kinsan* of 1,800 tons, which the Hongkong and Whampoa Dock Co. built to the order of the Hongkong, Canton and Macao Steamboat Co. The *Shanghai* is a steel, twin-screw steamer, 310 feet long between perpendiculars, 46 feet broad, and 11 ft. 3 in. in depth, with a deadweight capacity of 1,900 tons on a draft of 11 ft. 9 in. She is to be fitted with two sets of triple expansion surface condensing engines, the diameter of the cylinders of which are 14 in., 24 in. and 39 in., respectively. The length of stroke is 30 in. Her boilers, two in number, are single ended and of mild steel. Their mean diameter is 15 ft. and the length 11 ft. 6 in., with a working pressure of 190 lbs. per square inch. The speed of the ship is reckoned at 11 knots per hour when fully laden. The vessel has excellent accommodation aboard is most strongly built and lighted by electricity throughout.

STRIKE IN SINGAPORE.

GOVERNMENT PRINTERS OBJECT TO
DISCIPLINE AND WALK OUT.

The compositors in the Government Printing Office went on strike this morning, reports the *Straits Times* of 6th inst., the apparent reason being that the men object to regularity or discipline at their work.

They did not walk out in the precise sense of the term; they just failed to come in, or even to be coaxed in by Mr. Williams, the new Superintendent. They are still out, and if the Government does not intervene and back Mr. Williams through with his trouble, the men will probably give the authorities a lot of bother before they get finished. Meanwhile unless some agreement be arrived at, the Government must go begging around the town for help at the various printing offices.

The Government Printing Office has of late been regarded as a "far job" by all the native—Indian and Chinese—compositors in the town. They do not go to work in that happy office until 9.30 o'clock, which is distinguished from "morning news" offices, and they work just as hard as they feel anxious to work. Recently the authorities increased the pay schedule of these arduously worked servants of the people, with the result that many of the compositors in all the other town offices where they were not held down by contracts, resigned at once and took billets with the Government Press. Goodness knows what they were wanting for; but the *Straits Times*, which is a fair paying office, and gives its printing department employees an annual bonus equal to a month's pay, suffered with the rest.

Two days ago Mr. Williams, formerly in charge of the Perak Government Press at Taiping, came down to take charge, and proceeded to fix matters up a little. He made one rule which was to the effect that if the men would not go to work until 9.30 a.m. they were not to enter the office before 9, and the enforcement of this rule this morning seems to have been the direct cause of the strike. When Mr. Williams came down to the office at 10, to him, late hour of 9 o'clock he found some of the men waiting about, but he declined to let any of them in until shortly before 9.30—the hour for starting work. Then they absolutely refused to work at all—they said that the waiting had made them tired, and they were not going to work at all—so there.

And they have not gone to work since. The men have been spreading the news around among their comrades in other offices that they were being bullied and harshly treated by the new Superintendent, and that the proof-readers were scolded when they failed to correct proofs properly. This grievous charge is spiritedly denied by Mr. Williams, who explains that he has not yet had an opportunity of scolding anybody in the place; though he admits having laid down rules as to the hours of work, etc. These latter he has not yet changed from the old *douce* *per minute*, half-past-nine o'clock schedule; but he insisted that the 9.30 schedule should be kept properly. In other offices, employees have to adhere to the time schedule or have their pay docked; but docking pay and keeping tidy are not customs of the Government Press, seemingly, and hence the present trouble.

Mr. Williams has twelve years' experience in the East, and it was his excellent record when in charge of the Perak Office which secured his promotion to Singapore. He has never had any trouble of the kind before; but it is safe to assume that he will have to keep a stiff grip on the local Government Press for some time, before he will be able to lick it into such a condition of efficiency as the offices at Taiping and Kuala Lumpur.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.	
London—Bank T.T.	1/10 1/10
Do. demand	1/10 3/16
Do. 4 months' sight	1/10 1/10
France—Bank T.T.	2/32
America—Bank T.T.	44 1/2
Germany—Bank T.T.	1/88
India T.T.	1/38 1/2
Do. demand	1/38 1/2
Shanghai—Bank T.T.	7 1/2
Japan—Bank T.T.	90 1/2
Singapore—Bank T.T.	Nominal
Java—Bank T.T.	11 1/2
Buying.	
4 months' sight L/C.	1/10 1/10
6 months' sight L/C.	1/10 1/10
30 days' sight San Francisco & New York	45 1/2
4 months' sight do.	46 1/2
30 days' sight Sydney and Melbourne	1/10 1/10
4 months' sight France	2/36
6 months' sight	2/37 1/2
4 months' sight Germany	1/92 1/2
Bar Silver	26 11 1/16
Bank of England rate	3 1/2

OPIUM QUOTATIONS.

To-day's quotations are as follows—	Per chest
Malwa New	940/950
" Old	1,002/1,070
" Older	1,100/1,160
" Oldest	1,200/1,260
Patna New	1,220
" Old	1,320
Benares New	1,200
" Old	1,240
Persian (Paper)	880/900

TO-DAY'S

Advertisements.

GYMKHANA CLUB.

IT is proposed to hold a MEETING OF MEMBERS OF THE GYMKHANA CLUB at the Peninsular and Oriental Steam Navigation Company's Building, on MONDAY, the 18th instant, at 5 o'clock P.M.

BUSINESS:

To definitely fix that the next Gymkhana Meeting be held on SATURDAY, the 30th July.

ALSO

To either elect a Committee or abolish Rule 10.
G. H. POTTS. [83]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

on

SATURDAY,

the 16th July, 1904, at Noon, at their

SALES ROOMS, No. 8, Des Voeux Road, (Corner of Ice House Street),

IN ONE LOT

The WRECK and CARGO of the British Steamer

"ALGOMA,"

as she now lies partly submerged, stranded off Tongoi Point, Hie Che Chin Bay, about 90 miles from Hongkong. The Cargo consists of 4,300 tons JAPANESE COAL.

TERMS:—Cash on fall of the Hammer. The Hull and Cargo to be at the risk of the purchaser from the fall of the Hammer.

HUGHES & HOUGH, Auctioneers.
Hongkong, 14th July, 1904. [839]

THEATRE ROYAL.

CITY HALL.

THE

ORPHEUM COMEDY

COMPANY.

IMMEDIATE SUCCESS.

EVERY ACT

RECALLED AND RECALLED.

TO-NIGHT,

(THURSDAY), 14TH JULY.

ENTIRE CHANGE OF PROGRAMME.

ONLY TWO MORE NIGHTS.

Popular Prices.

Tickets on Sale at the ROBINSON PIANO CO.

Hongkong, 14th July, 1904. [825]

A MOST WHOLESOME AND REFRESHING BEVERAGE

FOR

SUMMER MONTHS.

JUST ARRIVED.

ROSES LIME JUICE GORDIAL

and

MONTERRAT LIME FRUIT JUICE,

Prepared from West India Limes, Entirely free of Alcohol.

AND ALSO

Various Kinds of Syrups,

LEMON, RASPBERRY, ROSE, PINE-APPLE, &c., &c.

H. RUTTONJEE,

No. 5, D'Aguiar Street,

36 to 38, Elgin Road, Kowloon,

Hongkong, 14th July, 1904. [825]

To-day's
Advertisements.

METROPOLE THEATRE.

METROPOLE HOTEL.

Sole Proprietor.....Mr. JAS. CHRISTIE

SATURDAY, July 16th.

MORE NEW ARTISTES.

WILL BE INTRODUCED BY THE
WARE AND ROSS' ENTERTAINERS,
And an exceptionally Clever Performance will
be presented. Among those to appear are:—

MISS DORA GREY.

JACK GLYNNE.

THE LEOLOIDS.

MISS GERTIE MAISE.

TOM MORCOMB.

HUGH MCCORMICK.

JAS. CHRISTIE.

WALTER KEENE.

CHARLIE JONES.

THE BIOSCOPE.

Rickshas held till conclusion of Performance.

Overture 8.15 p.m. Performance 9.15.

Prices.....\$2 and \$1.

Hongkong, 14th July, 1904. [836]

MR. D. DORABJI NOWROJI wishes

to thank all those who have kindly
extended their sympathy to him, on his sad
bereavement, on account of the death of his
Dear Father.
Hongkong, 14th July, 1904. [835]

FOR SALE

BY PUBLIC AUCTION FOR ACCOUNT OF
THE CONCERNED.

ON THE "AMOV" HUND.

At Noon on 25th July, 1904.

THE WRECK of the Steamship

"HOANGHO,"

as she now lies in, approximately, the

following position:—

Latitude 24.434 North,

Longitude 118.454 East.

Bell Island bearing North by East, and

Kusan Point bearing South West (both bearing magnetic).

Cargo and Private Effects remaining on

board will be sold separately.

For Particulars, apply to—

J. E. THOMSEN & Co.,

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.

AND

CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT. MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"PELEUS"	18th July.
GLASGOW and LIVERPOOL	"AJAX"	29th July.
GLASGOW and LIVERPOOL	"MACHAON"	8th August.
GLASGOW and LIVERPOOL	"GLAUCUS"	12th August.

S.S. "PELEUS" left Singapore yesterday afternoon, and is due here on the 18th inst., p.m.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
*GENOA, MARSEILLES & L'POOL	"DIOMED"	15th July.
LONDON, AMSTERDAM & ANTWERP	"KINTUCK"	19th July.
LONDON, AMSTERDAM & ANTWERP	"KEEMUN"	2nd August.
LONDON, AMSTERDAM & ANTWERP	"MOYUNE"	16th August.
*GENOA, MARSEILLES & L'POOL	"SARPEDON"	20th August.
LONDON, AMSTERDAM & ANTWERP	"PELEUS"	30th August.
LONDON, AMSTERDAM & ANTWERP	"GLAUCUS"	15th September.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"MACHAON"	11th August.

S.S. "HYSON" left Victoria, B.C., for Hongkong, via Japan, on 14th June.

For Freight, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 14th July, 1904.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"SUNGKIANG"	16th July.
CHINKIANG	"ANHUI"	16th "
YOKOHAMA and KOBE	"TSINAN"	19th "
MANILA	"FEAN"	20th "
CEBU and ILOILO	"KAIFONG"	21st "
SWATOW, CHEFOO and TIENTSIN	"KANSU"	22nd "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TAIYUAN"	30th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 14th July, 1904.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 16th July, at 10 A.M.
RUBI	2540	R. W. Almond	"	SATURDAY, 23rd July, at 10 A.M.
PERLA	1980	A. H. Netley	"	"

For Freight or Passage, apply to

SHEWAN, TOMES & CO. GENERAL MANAGERS.

Hongkong, 9th July, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail on
"NICOMEDIA"	4,370	Wagner	July 16th, 1904.
"ARABIA"	4,483	Bahle	August 14th, "
"ARAGONIA"	5,198	Schmidt	September 14th, "
"NUMANTIA"	4,370	"	October 14th, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

HONGKONG-MACAO LINE.

S.S. "WING CHAI," Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week Days, at 7.30 A.M., on Excursion Sundays, at 8.30 A.M.; from Macao, Week Days at about 2 P.M. and Sundays about 7.30 P.M.

FARE:—(Week Days) 1st Class (including cabin and servant), \$3; Return Ticket, \$5; 2nd Class, \$1; 3rd Class, 50 cents.

On Excursion Sundays, 1st, 2nd, and 3rd Class Single Ticket, \$2; Return Ticket, \$3. Return Ticket including Tiffin and Dinner either on Board or at Macao Hotel, \$5. On Sundays, \$5 extra will be charged for each cabin with accommodations for two or more passengers.

WHARF:—At the Western end of Wing Lok Street.

The Steamer runs an Excursion Trip EVERY SUNDAY. It takes only 3½ hours to reach Macao.

MING ON & CO., 2nd Floor, No. 16, Victoria Street.

Hongkong, 9th January 1904.

HONGKONG-CANTON LINE.

THE British Steamship

"YING KING."

Captain E. I. Page, of 1,088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with Electricity; hot and cold water service. The cuisine is excellent.

Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M. and returning from Canton every following evening at 5 P.M.

1st Class.....\$3.00 for Single Journey.

2nd ".....1.50

Meals.....1.00 each.

The steamer's wharf is at the Western end of Wing Lok Street.

YUK ON S.S. CO., LD., No. 215, Wing Lok Street.

WENDT & CO., Canton Agents.

Hongkong, 24th June, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES.

From 1st January, 1904.

ALSO REDUCED FARES TO MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 1st February, 1904. [819]

MESSAGERIES CANTONNAISES.

J. TREVoux & CO.

HONGKONG-CANTON NIGHTLY SERVICE.

THE Commodious Steamer

"PAUL BEAU,"

Captain Frangul, leaves Hongkong for Canton at 9 P.M., on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following Days, leaving Canton at 5 P.M., taking Passengers and Cargo as usual.

The S.S. "CHARLES HARDOUIN," Captain Merlu, leaves Hongkong on MONDAYS, WEDNESDAYS and FRIDAYS, at the usual hour.

These Two Magnificent and Up-to-Date Steamers, are lighted with Electricity.

The Saloon is under European Supervision. First Class European.....\$8.00 Second Class European.....3.00 First Class Chinese.....1.50 Second Class Chinese.....80 Deck.....30

The Company's Wharf is at the end of Queen Street, Praya West.

For further Particulars, apply to

J. LANDOLT, Agent, THE PHARMACY, Queen's Road Central.

Hongkong, 9th June, 1904. [222]

STEAM TO CANTON.

THE New Twin Screw Steamers

Tons Captain

"KWONG CHOW".....1,300.....J. P. MARTIN.

"KWONG TUNG".....1,238.....H. W. WALKER.

Leave Hongkong for Canton at 8.30 Every Evening (Saturday excepted).

Leave Canton for Hongkong about 5 o'clock Every Evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey.....\$4 Meals.....(Each) 1

The Company's Wharf is a Short Distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and YUEN ON S.S. CO., LD., No. 8, Queen's Road West.

Hongkong, 17th February, 1904. [781]

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL.

(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1904.	About
"ST. WILLIAMS".....	20th July.
"BEDOUIN".....	5th August.
"LOWTHER CASTLE".....	20th August.

For Freight and further Information, apply to

BODWELL & CO., LIMITED,

Agents, Hongkong, 11th July, 1904.

P. & O. S. N. Co.'s

INTERMEDIATE LINE.

NEW and well appointed twin screw

S.S. "SARDINIA,"

6,574 tons,

will be despatched for LONDON (DIRECT) on or about 21st July.

Has excellent accommodation for FIRST and SECOND SALOON PASSENGERS at moderate rates.

To be followed by the

S.S. "BORNEO,"

4,573 tons, about 18th August.

For further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 23rd June, 1904. [758]

NIPPON YUSEN KAISHA.

AUSTRALIAN LINE.

FOR SYDNEY AND MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE.

THE Company's Steamship

"YAWATA MARU."

Captain.....will be despatched as above, on FRIDAY, the 19th July, at 4 P.M.

This well-known Steamer is specially constructed for service in the Tropics, and is provided with Superior Accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.

For Freight or Passage, apply at the Company's Local Branch Office in Prince's Building, First Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 25th June, 1904. [766]

Shipping—Steamers.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG."

Captain G. S. Weigall, will be despatched as above, TO-MORROW, the 15th inst., at 4 P.M.

This Steamer has Superior Accommodation for First Class Passengers, and is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., General Managers.

Hongkong, 14th July, 1904. [824]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"KUMSANG."

Captain E. J. Buller, will be despatched as above, on TUESDAY, the 19th instant, at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., General Managers.

Hongkong, 12th July, 1904. [820]

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK via SUEZ CANAL.

THE Steamship

"EPSOM."

Captain J. White, will be despatched for the above Port, on or about MONDAY, the 15th August.

For Freight, apply to

SHEWAN, TOMES & Co., General Agents.

Hongkong, 2nd July, 1904. [789]

Entimations.

ESPECIAL OLD TOM GIN.

Marshall and

Elvy's

DOUBLY DISTILLED AND OF MATURED AGE.

TO BE OBTAINED FROM—

THE MUTUAL STORES, Des Vaux Road.

Hongkong, 11th May, 1904. [608]

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing Children's Dresses, and all kinds of Embroidery Materials can be supplied, if required.

The Superiress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 2nd April, 1904.

"Sanitas" Disinfecting Fluid

is non-poisonous and non-staining, and for general or personal use is thoroughly effective. It completely disinfects the house in which it is used, and administered internally prevents Cholera, Typhoid, and other diseases.

"Sanitas" Disinfecting Powder

is the best air purifier known, and a strong antiseptic and deodorant than carbolic acid, besides being pleasant and refreshing.

"Sanitas" Eucalyptus Soap

is specially recommended by the Medical Faculty for use in hot climates, because of its fine disinfecting qualities and its fragrance.

Mingzot's Fumigating Candies

purify the air and most effectively prevent the spread of malarial fever, for the dispersion of infected places, bedding, clothing, etc., they are both efficacious and economical. Destroy all insects.

THE "SANITAS" CO., LTD.
BETHNAL GREEN, LONDON, E.

HONGKONG AVERAGE MARKET PRICES.

Corrected 1st July, 1904, per \$ Mex.

Corrected 1st July, 1900 cts. per \$ Mex.	
BUTCHER MEAT.	
Beef sirloin & prime cut—Mei Lung Pa	18
„ Corned—Ham Ngau Yuk	18
„ Roast—Shiu	18
„ Breast—Ngau Lam	13
„ Soup, Tong Yuk	14
„ Steak—Ngau Yuk Pa	18
„ „ Serjoin—Ngau Lau	26
„ Sausages—Ngau Yuk Chung	26
Bullock's Brains— „ Know..... per set	9
„ Tongue fresh—Ngau Li..... each	45
„ „ corned—Ham Ngau Li.....	55
„ Head—Ngau Tau	55
„ Heart—Ngau Sun	9
„ Hump, Salt—Ngau Kin	14
„ Feet—Ngau Kerk..... each	8
„ Kidneys—Ngau Yiu	8
Tail—Ngau Mei	16
„ Liver—Ngau Con	9
„ Tripe (undressed)—Ngau To	5
Calves' Head and Feet—Ngau-chai-tau-ko-kok.....set	75
Mutton Chop—Yeung Pai Kw	24
„ Leg—Yeung Pei	24
„ Shoulder—Yeung Shau	22
Pigs' Chitlings—Chi cheong	16
„ Brains—Chi Know.....per set	2
„ Feet—Chi Kerk	12
„ Fry—Chi Chak	12
„ Head—Chi Tau	15
„ Heart—Chi Sum.....each	8
„ Kidneys—Chi Yiu	7
„ Liver—Chi Kon	24
Pork, Chop—Chi Pai Kwat	23
„ Corned—Ham Chu Yuk	1
„ Leg—Chu Pei	24
„ Fat or Lard—Chu Yau	18
Sheeps' Head and Feet—Yeung Tau	50
Keok	50
„ Heart—Yeung Sum.....each	6
„ Kidneys—Yeung Yiu	10
„ Liver—Yeung Con.....	22
Sucking Pigs, To Order—Chu Chai	11
Suet, Beef—Sung Ngau Yau	17
„ Mutton—Sung Yeung Yau	20
Veal—Ngau Chai Yuk	18
„ Sausages—Ngau Chai Yuk Tong	15
POULTRY.	
Chicken—Kai Chai	34
Capon, Large, Small—Sin Kai	32
Ducks—Ap	20
Doves—Pan Kau	20
Eggs, Hen—Kai Tau	20
Fowls, Canton—Kai	34
„ Hainan—Hoi Nam Kai	30
Geese—Ngai	20
Geese, Wild Shanghai—Sheung Hoi Ye	20
Ngo	pair
Musk Deer—Wong Keng	each
Hare—Tu Chai	—
Partridge—Che Khoo	—
Pheasant—Shao Kai	pair
Pigeons, Canton—Pak Kup	each
„ Hoihow—Hoihow Pak Kup	35
Quail—Um-Chun	30
Rice Birds—Wo Fa Cheuk	dozen
Snipe—Sa Chui	each
Turkeys, Cock—Fo Kai Kung	70
„ Hen— „ „ Na	60
Wild Ducks, Shanghai, Sui-ap	pair
Teal, Shanghai, Sui Ap Chai	each
Wild Ducks Canton—Sang Shing Sui	—
Apea.....	per pair
FISH.	
Barbel—Ka Yu	14
Bream—Bin Yu	15
Canton Fresh Water Fish—Hoi Sin Yu	14
Carp—Li Yu	15
Catfish—Chik Yu	11
Codfish—Mun Yu	24
Crabs—Hai	15
Cuttle Fish—Muk Yu	15
Dab—Sa Mang Yu	15
Pace—Wong Mei Lun	15
Dog Fish—Tit Tu Sa	18
Eels, Congor—Hai Man Yu	18
„ Fresh water—Tam Sui Yu	13
„ Yellow—Wong Sin	24
Frogs—Tien Kai	98
Garoupa—Sek Pan	45
Gudgeon—Pak Kap Yu	11
Herrings—Tat Pak	18
Halibut—Cheung Kwan Yu	16
Labrus—Wong Fa Yu	16
Loach—Wu Yu	9
LOBSTERS—Lung Ha	24
Mackerel—Chi Yu	24
Monk Fish—Mon Yu	20
Mullet—Chai Yu	18
Oysters—Sang Heo	15
Parrotfish—Kai Kung Yu	15
Perch—Tau Loo	14
Pike—Fa Pau Pang	8
Plaice—Pan Yu	11
Pomfret, Black—Hak Chong	22
Pomfret, White—Pak Chong	22
Prawns—Ming Ha	40
Ray—Pei Pa Sa	7
Rock Fish—Sek Kau Kung	14
Roach—Chun Yu	10
Salmon, (C'oon), fresh water—Ma Yau Yu	28
Shark—Sa Yu	10
Skate—Po Yu	9
Shrimps—Ha	28
Snapper—Lap Yu	24
Soles—Tat Sa Yu	24
Tench—Wan Yu	13
Turbot—Cho Hoi Yu	16
Turtles, small, fresh water—Keok Yu	60
White Bait—Ngau Yu Chai	—
FRUITS.	
Almond—Hung Yan	20
Apples, (California)—Kam San Ping	50
„ Ko	—
„ (Chafloo)—Tin Chun Ping	—
„ Small—Hoi Tong	—
„ Custard—Fan Lai Chai	—
Bananas, fragrant, Canton—Sang Sheng	4
„ Heung Chiu	3
„ (brides), Macao—San Heung Chiu	15
Chestnuts, Chinese—Foong Lut	5
Carambola—Yeung Tou	—
Cocconuts—Yeh Tsi	8
Grapes—Sin Tai Tsai	16
Lemons, China—Ning Moong	12
„ Amer.—Kum San Ning Moong	8
Lichees, Dried—Lai Chi Con	—

Mails.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN and SOUTH AFRICAN PORTS.)

THE Steamship

"CHUSAN,"

Captain W. B. Palmer, R.N.R., carrying His
Majesty's Mails, will be despatched from this
for BOMBAY, on SATURDAY, the 16th July,
at Noon, taking Passengers and Cargo for the
above Ports in connection with the Company's
S.S. *Mongolia*, 9,500 tons, from Colombo,
Passengers' accommodation in which vessel is
secured before departure from Hongkong.

Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail steamer
proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. *Persia*
due in London on the 29th August.

Parcels will be received at this Office until 4
p.m. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 1st July, 1904.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA,
VIA
MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
<i>Hyades</i>	3,753	Geo. Wright...	Ab. July 30
<i>Shawmut</i>	9,606	W. M. Smith...	Sept. 1
<i>Trenton</i>	9,606	T. W. Garlick...	Oct. 1
<i>Shawmut</i>	9,606	W. M. Smith...	Nov. 1
<i>Trenton</i>	9,606	T. W. Garlick...	Dec. 1
<i>Lyra</i>	4,417	G. V. Williams...	...

† Cargo only.

Steamers marked (*) have no second-class
passenger accommodation.

FOR MANILA.

The largest, steadiest, and most comfortable
steamers for Manila.

<i>Shawmut</i>	9,606	W. M. Smith...	Ab. Aug. 12
<i>Trenton</i>	9,606	T. W. Garlick...	Sept. 10

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. *Shawmut* and *Trenton*
have just been fitted with very superior accom-
modation for first and second class passengers.
The large size of these vessels ensures steady-
ness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings.

Hongkong, 13th July, 1904.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"BORNEO,"
FROM ANTWERP, LONDON, PORT
SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo—
From London, &c., ex S.S. *Mongolia* and
Egypt.

Optional Goods will be landed here unless
instructions are given to the contrary before
3 P.M. TO-DAY.

Goods not cleared by the 16th instant, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignee's
and the Company's representative at an ap-
pointed hour.

All claims must be presented within ten days
of the steamer's arrival here after which date
they cannot be recognised.

No claims will be admitted after the Goods
have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 9th July, 1904.

Consignees.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBRO, ANTWERP,
LONDON AND STRAITS.

THE Steamship

"GLENROY,"

having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that
their Goods are being landed at their risk into the
Godowns of the Hongkong and Kowloon
Wharf and Godown Company, Limited, at
Kowloon, where each consignment will be
sorted out mark by mark, and delivery can be
obtained as soon as the Goods are landed.

Goods not cleared by the 19th instant will
be subject to rent.

No Fire Insurance will be effected.
All damaged packages must be left in the
Godowns, and a certificate of the damage ob-
tained from the Godown Company within
ten days after the steamer's arrival, after which
no claims will be recognised.

McGREGOR BROS. & GOW.

Hongkong, 12th July, 1904.

S.S. "OCEANEN."

COMPAGNIE DES MESSEGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s.
Medea, and from Bordeaux ex s.s. *Ville
de Lorient*, in connection with above Steamer,
are hereby informed that their Goods, with
the exception of Opium, Treasure and Valua-
bles are being landed and stored at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Limited, at
Kowloon, whence delivery may be obtained
immediately after landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before Noon, TO-DAY, requesting it to be
landed here.

Bills of Lading will be countersigned by the
Undersigned. Goods remaining unclaimed
after TUESDAY, the 19th July, at Noon, will
be subject to rent and landing charges.

All claims must be sent in to me on or before
the 19th July, or they will not be recognised.

All damaged packages will be examined on
TUESDAY, the 19th July, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 12th July, 1904.

NOTICE TO CONSIGNEES.

FROM HAMBURG, ANTWERP AND
LONDON.

THE Steamship

"RADNORSHIRE,"

Captain C. H. Burch, having arrived from the
above ports, Consignees of Cargo are hereby
informed that their Goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited, at Kowloon and stored at Consignees'
risk and expense.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 17th inst. will be subject
to rent.

All broken, chafed and damaged Goods are
to be left in the Godowns, where they will be
examined on the 18th inst. at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 11th July, 1904.

THE PORTLAND AND ASIATIC
STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

S.S. "NICOMEDIA,"

FROM PORTLAND (OR.), YOKOHAMA,
KOBE AND MOJI.

THE above steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for Countersigna-
ture and to take immediate delivery of their
goods from alongside.

Cargo impeding the discharge of the vessel
will be landed and stored at Consignees' risk
and expense.

No Fire Insurance will be effected by us in
any case whatever.

ALLAN CAMERON,
General Agent.

Hongkong, 11th July, 1904.

FROM HAMBURG, PENANG AND
SINGAPORE.

THE H. A. L. Steamship

"SITHONIA,"

Captain Hildebrandt, having arrived from the
above ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned and to
take immediate delivery of their goods from
alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given before TO-
DAY.

Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Limited, and
stored at Consignees' risk and expense.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 15th instant will be
subject to rent.

All broken, chafed and damaged Goods are
to be left in the Godowns, where they will be
examined on the 15th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE,
Hongkong Office.

Hongkong, 8th July, 1904.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	8,000	\$125	\$125	\$10,000,000 \$600,000 \$250,000	\$1,417,366	Div. of £1.10/- and bonus of 10/- @ exchange, 1/81 = \$21.994 for half-year ending 31.12.1903	6 1/2 %	\$660 London 67 1/2 \$38 buyers
National Bank of China, Limited	4,153	£10	£8	\$175,533		\$2 (London 3/6) for 1903	5 1/2 %	
Do. (Founders)	750	£1	£1	\$101,973	\$21,668	None		\$10
MARINE INSURANCES.								
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,750,000 \$169,141 \$784,415 \$906,872 \$900,000 \$151,912 \$331,342 \$322,119	\$1,959,926	\$32 for 1902	5 1/2 %	\$545 sellers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$15	Tls. 500,000 Tls. 31,850	Nil	\$4 for year ended 30.4.1903	6 1/2 %	\$65
North China Insurance Company, Limited	10,000	£15	£5	Tls. 500,000 Tls. 31,850	Tls. 271,589	Final of £1 making £2 for 1902		Tls. 65
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$700,000 \$37,794	\$186,284	\$12 for 1902	9 1/2 %	\$130
Canton Insurance Office, Limited	10,000	\$150	\$50	\$1,300,000 \$50,000	\$110,551	\$15 for 1902	7 1/2 %	\$212 sellers
FIRE INSURANCES.								
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,700,288 \$1,000,000	\$371,110	\$22 1/2 for 1902	7 1/2 %	\$310 buyers
China Fire Insurance Company, Limited	20,000	\$100	\$0	\$125,675 \$2,501	\$329,047	\$6 dividend & \$1 bonus for 1902	8 %	\$88 sales
SHIPPING, TUG AND CARGO BOATS.								
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$250,000 \$933,000 \$149,409	\$41,538	\$11 for second half-year 1903	10 1/2 %	\$194
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	£205,000 £100,000	£5,853	10/- for 1903	5 %	\$114 sales
China and Manila Steamship Company, Limited	30,000	\$50	\$50	none	Dr. \$63,123	\$5 for 1900		\$26
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$185,000 \$80,935	Nil	\$3 for year ended 30.6.1903	8 1/2 %	\$36
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$60,000 \$15,093	\$1,287	\$1.80 & b. 40 cts for year ending 30.4.04 \$0.90 & b. 20 cts.	6 1/2 % 4 1/2 %	\$33 1/2 buyers \$24 1/2 buyers
Straits Steamship Company, Limited	5,000	\$100	\$100	\$21,775 \$18,000 \$130,153	\$33,648	\$5 for 2nd 1/2-year making \$13 for 1903	8 1/2 %	\$155 sellers
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	£40,000 Tls. 98,000	£19,555 Tls. 865	Interim of 1/- (Coupon No. 4) for 1903 Final of Tls. 1 making Tls. 2 for 1903	4 1/2 % 6 1/2 %	26/- sellers Tls. 30 sellers
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 201,614	Tls. 55,541	Final of (Tls. 2 1/2) making Tls. 4 1/2	9 1/2 % 7 1/2 %	Tls. 47 buyers Tls. 46 buyers
Shanghai Tug and Lighter Company, Limited (Preference)	200,000 100,000	Tls. 50 Tls. 50	Tls. 50 Tls. 50	none				
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Final of \$7 making \$12 for 1901		\$185 sales
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$73,905	\$3 for 1897		\$9 sales
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,456	Tls. 2 1/2 for year ending 30.9.03	4 1/2 %	Tls. 60 sales
MINING.								
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337 Fcs. 1,529,652	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903		\$450 sales
Raub Australian Gold Mining Company, Limited	150,000 50,000	£1 £1	18/10 £1	£4 8/73 £20,000	Dr. £7,236 £6,671	No. 12 of 1/- No. 2 of 1/-		\$7 1/2 Tls. 6.70 sales
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1					
DOCKS, WHARVES & GODOWNS.								
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$17,500	\$425,340	\$6 dividend and \$1 bonus for second half year 1903	6 1/2 %	\$218 sellers
S. C. Farnham, Boyd & Co., Limited	55,700	Tls. 100	Tls. 100	Tls. 850,000	Tls. 43,124	Int. of Tls. 5 for half year ending 31.10.03	7 1/2 %	Tls. 152 buyers
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$1,500,000	\$43,732	\$6 for 2nd half year 1903	4 1/2 %	\$255
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	\$150,000	\$4,936	\$10 div. and \$2 1/2 bonus for 1903	6 1/2 %	\$220 buyers
Do. (Preference)	2,750	\$100	\$100	\$14,000	\$29,926	\$7 dividend	6 %	\$110
Howarth Erskine, Limited	12,000	\$100	\$100	\$50,889	\$28,015	\$10 div. & \$2 1/2 bonus for 1902/3	6 %	\$210 buyers
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	30,000	\$50	\$50	\$250,000		Final of \$2 1/2 making \$5 for 1903	4 1/2 %	\$113 sales
Shanghai and Hongkew Wharf Company	20,000	Tls. 100	Tls. 100	Tls. 487,210 Tls. 50,913	Tls. 22,895	Final of Tls. 6 making Tls. 11 for 1903	7 1/2 %	Tls. 147 1/2 buyers
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 6,700	Tls. 1,760	Tls. 18 for 1903	9 1/2 %	Tls. 187 1/2 sales
New Amoy Dock Company, Limited	6,000	\$6 1/2	\$6 1/2	\$55,500	\$489	\$1 1/2 for 1903	4 1/2 %	\$30 sellers
LANDS, HOTELS & BUILDING.								
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$500,000 Tls. 800,000	\$51,666	Final of \$6 making \$12 for 1903	7 1/2 %	\$158 sellers
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 150,000 Tls. 17,144	Tls. 37,634	Final of Tls. 3 & bonus of Tls. 2 making in all Tls. 8 for 1903	6 1/2 %	Tls. 116 sales
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 54,626	Tls. 325	Final of Tls. 5 making in all Tls. 9 for 1903	7 1/2 %	Tls. 125
China Land and Finance Company, Limited	6,000	Tls. 50	Tls. 50	none		Interim of Tls. 2		Tls. 55
Kowloon Land and Building Company, Limited	6,000	Tls. 50	Tls. 50	none	\$636	\$2.60 for 1903	7 1/2 %	\$37 buyers
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None		Tls. 10
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,362	Final of 1.70 making \$3.20 for 1903	5 1/2 %	\$60
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100,000 \$10,771 \$20,000	\$3,161	\$5 for second half-year 1903	7 1/2 %	\$135 sellers
Astor House Hotel, Limited (Tientsin)	2,000	Tls. 50	Tls. 50	Tls. 41,000	Tls. 655	Final of Tls. 4 making Tls. 9 for 1903	6 1/2 %	Tls. 150 sellers
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	\$22,500	\$16,301	\$2 1/2 for year ended 30.6.30	7 1/2 %	\$34 sales
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 13,986	Tls. 680	Tls. 0.87 1/2 for the year ending 31.3.1904	7 1/2 %	Tls. 12 sales
Queen's Hotel (Wei-hai-wei)	9,000	Tls. 25	Tls. 25	none		First year		Tls. 25
Tientsin Hotel, Limited (in liquidation)	600	\$20	\$20	none	\$1,989	\$5 for the year ending 28.2.1903	12 1/2 %	\$40
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Dr. Tls. 2,132	Interim of Tls. 3 1/2		Tls. 45 sellers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$200,607 \$50,000	\$99,177	90 cents for 1903	7 1/2 %	\$12 1/2 sales
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31. 0.1903	12 1/2 %	Tls. 30
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 30,098	Tls. 88,034	Interim of 3 % a/c 1898		Tls. 35 buyers
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	15,500	Interim of 4 % a/c 1898 on 6,000 shares		Tls. 37 1/2 sellers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 50	Tls. 50	Tls. 5,658	Tls. 26,389	4 % for 1897		Tls. 160
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$0	\$10	none	\$11,121	Final of 60 cents making \$1 for the year ending 31.7.03	14 %	\$14 1/2 sellers
CIGARS AND TOBACCO COS.								
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 25,000	Tls. 1,091	Final of Tls. 3 making Tls. 6	9 1/2 %	Tls. 63 sales
Alhambra, Limited	500	\$200	\$200	\$43,000	\$57	\$125 for year ending 30.6.1900		\$200
Philippine Company, Limited	67,500	\$10	\$10			First year		\$9 1/2
MISCELLANEOUS.								
Green Island Cement Company, Limited	100,000	\$16	\$10	\$350,000	\$32,115	\$1.50 for 1903	5 1/2 %	\$29 1/2 buyers
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil.	60 cents for 1903	6 1/2 %	\$10 1/2 buyers
A. S. Watson & Co., Limited	60,000	\$10	\$10	\$257,000 \$25,000	\$2,883	Final of 50 cents making \$1 for 1903	7 1/2 %	\$13 1/2 buyers
Watkins, Limited	10,000	\$10	\$10	\$1,802	\$1,042	\$1 for 1903	13 1/2 %	\$7 1/2 buyers
Singapore Dispensary, Limited	600	\$50	\$50	\$6,000	\$800	\$5 for year end. d 31.7.1903	8 1/2 %	\$90
China Electric Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$55,000	\$1,171	80 cents for 1903	6 1/2 %	\$14 1/2 buyers
Hongkong Electric Company, Limited	30,000	\$10	\$5	none	\$3,453	45 cents for year ending 30.4.1903	5 1/2 %	\$8 1/2 buyers
Hongkong & China Gas Company, Limited	7,000	£10	£10	£21.8 5	£7,387	£1 div. and 2/- bonus for 1902		\$60 buyers
Shanghai Gas Company, Limited	10,666	Tls. 50	Tls. 50	Tls. 100,000 Tls. 108,172	Tls. 7,548	Final of Tls. 3 1/2 and bonus of Tls. 1 1/2 making Tls. 5 1/4 for 1903	7 1/2 %	Tls. 112 1/2 buyers
Shanghai Waterworks Company, Limited	7,000	Tls. 20	Tls. 20	Tls. 140,000	Tls. 7,369	Final of 37 1/2 making 52 1/2 for 1903	8 %	Tls. 395 sales
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,259	Tls. 667	Final of Tls. 4 making 11 1/2 for 1903	6 1/2 %	T. Tls. 135
Tientsin Native City Waterworks Company, Ltd.	2,941	Tls. 100	Tls. 100	none		Final of Tls. 2 for half year		T. Tls. 130 sellers
Hall & Holtz, Limited	21,000	\$50	\$50	\$166,000	Tls. 413	Final of \$1 1/2 making \$3 1/2 for 1903	12 1/2 %	\$29 1/2 sales
Lane, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	none	\$1,104	Final of \$7 making \$12 for year end. 29.9.04	9 %	\$125 buyers
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	\$50,000	\$6,395	\$3.75 for 1903	7 1/2 %	\$48 sellers
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	\$75,000	\$10,517	Final of \$12 making \$16 for 1903	7 1/2 %	\$22 1/2
Hongkong Ice Company, Limited	2,000	\$50	\$50	\$25,000	\$5,844	\$7 1/2 for second half year 1903	9 1/2 %	\$160
Straits Ice Company, Limited	1,250	\$100	\$100	\$25,000	\$1,183	\$20 for year ending 30.11.1903	7 1/2 %	\$280 buyers
Hongkong High-Level Tramways Company, Ltd.	10,000	\$7 1/2	\$6	\$20,000	\$1,029	\$1 1/2 for year ending 31.7.1903	6 1/2 %	\$19 buyers
Dairy Farm Company, Limited	1,200	\$0	\$10	\$5,500	\$56	\$3 for 1903	8 1/2 %	\$37
Campbell, Moore & Co., Limited	8,624	12 1/2	12 1/2	none	\$161	4 % for 1903		\$5
Bell's Asbestos Eastern Agency, Limited	9,900	\$10	\$4	none		90 cents for year ending 31.5.1903	14 1/2 %	\$10 1/2 buyers
United Asbestos Oriental Agency, Limited Do. (Founders)	100 100	\$10 \$10	\$10 \$10	\$4,000	\$19	\$12.70 for year ended 31.5.1903	8 1/2 %	\$210 buyers
Tebrau Planting Company, Limited	20,000	\$5	\$5	none	Dr. \$4,470	None		\$1 buyers
Hongkong Steam Waterboat Company, Limited	7,500	\$10	\$10	none	\$1,548	Interim of 70 cents	8 %	\$18 buyers
China Light and Power Company, Limited	30,000	\$10	\$10	none	\$7,730	None		194 buyers
William Powell, Limited	12,000	\$10	\$10	none	\$4,757	Interim of 50 cents for 1903/4	9 1/2 %	\$10 1/2 buyers
Maatschappij tot Mijn. Bosch- en Landbouwen- plaat in Langkat	25,000	Gs. 100	Gs. 100	Tls. 324,669 Tls. 11,143	Tls. 27,187	First quarterly of Tls. 10, paid 15.5.04 Second do. Tls. 10, 15.5.04	13 1/2 % 7 1/2 %	Tls. 297 1/2 buyers Tls. 71 1/2 buyers
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 10,247	Tls. 2 for 1903	7 1/2 %	Tls. 225 sales
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 0.000	Tls. 3,288	Final of Tls. 5 making Tls. 10 for 1903	7 1/2 %	\$23
Central Stores, Limited	6,000	\$15	\$12	\$10,000	\$1,753	Final of \$1.20 making \$1.70 for 1903	12 1/2 %	\$100
Do. (New Issue)	123					None		\$7 1/2
E. L. Mondon, Limited	7,000	Tls. 50	Tls. 50	none	Tls. 3,575	Tls. 5 for 1903	12 1/2 %	Tls. 40 sellers
Kata Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 1,942	Tls. 6 for 1903	9 1/2 %	Tls. 05 buyers
Chai Brothers, Limited	10,000	\$100	\$100	\$375,000		\$13 for 1903	9 1/2 %	1135 buyers
Straits Trading Company, Limited	250,000	\$10	\$10	\$650,000	\$83,403	\$1 div. and 25 cents bonus for half year ended 30.9.1903	8 %	\$323 sellers
Fraser and Neave, Limited	4,500	\$50	\$50	\$112,500	\$2,706	\$5 div. and \$1 1/2 bonus for 1903	8 %	\$95 sellers
Maryland and Company, Limited	3,400	\$10	\$0	none	\$803	\$2 for year ending 31.10.1903	6 %	\$6 sales
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd	1,200	\$50	\$50			First year		\$50
South China Morning Post, Limited	6,000	\$25	\$25			First year		\$25